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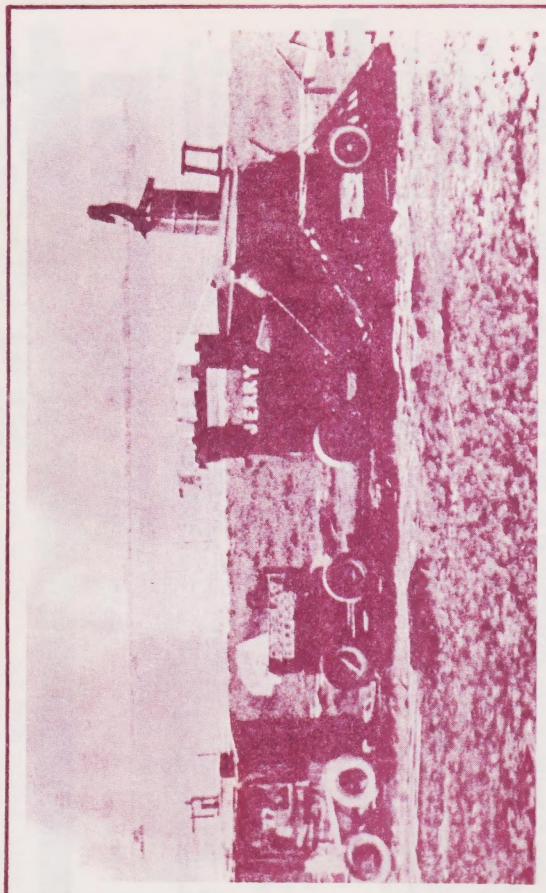
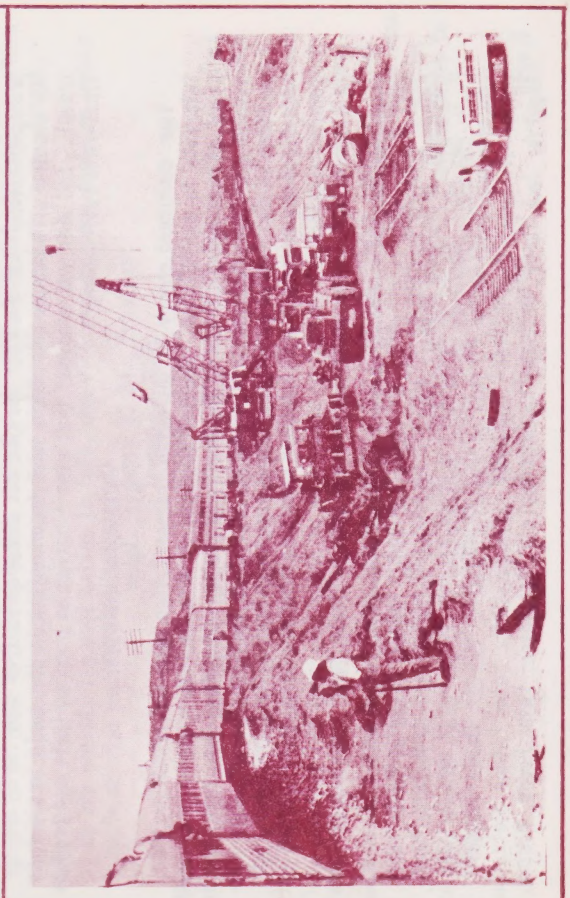
RAIL TRAVEL NEWS





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BOOK REVIEWS

The first edition of a new book from Sunset Books (Lane Publishing Co.) of Menlo Park CA is just out--a $2.95 Sunset Special entitled "Sunset Western Travel Adventures", it is edited by RTN reader Don Bice. The 216-page large format B&W and color softbound book is low-priced because it includes advertising. Mr. Bice has made sure that trains are well-represented among the book's 29 topical travel articles. A section on steam trains of the West lists those to be found in Alaska, Arizona, California, Colorado, Hawaii, Nevada, New Mexico, Oregon, Utah and Washington, Alberta and British Columbia, and recommends the most scenic Amtrak routes as well. All articles are well-illustrated and informative, as one expects from Sunset. The bike-tripping article suggests taking bikes on the COAST STARLIGHT, lists bicycle rental locations and where to write for biking maps. The Southeast Alaska travel section includes info on the "Princess Patricia", CN and the White Pass. A remarkable bargain. Publisher's address is 85 Willow Road, Menlo Park CA 94025.

LETTERS

Here in Japan, where the fastest and most frequent trains in the world operate, you can make the 553-km trip between Tokyo and Osaka in slightly over 3 hours by Shinkansen Bullet Train.

Question: How is it then that a 9-hour and 15-minute all-sleeper train between the same two cities can still prosper? Answer: Businessmen find the 10:45pm departure (from Tokyo) and 8am arrival extremely convenient and time saving! So much for Mr. Haswell's suggestion that only day corridor trains will succeed.

If reliable and comfortable overnight services were available and properly promoted they would attract riders. As it is now, the BROADWAY's schedule has been so lengthened that even if that rolling tenament were to arrive on time--and we know how unlikely that would be--it could hardly be considered an "overnight service."

The DOT, Carter administration and ineffectual Amtrak seem indifferent, if not openly opposed, to rail transportation in the United States. Now that even bus service is declining, the U.S. will have to depend entirely upon air and auto transportation. And even air service has disappeared from many rural areas! The country will become one of the most inconvenient in the world in which to travel. Sad when you consider that even a nation as poor as India can produce first-rate railroading.

Christopher Anderson
Tokyo, Japan

Your continued energy in following transportation news and promoting rail interests is appreciated. Special concerns of mine include upgrading the aesthetics of rail travel, ridding the trains of Lexan, supporting dome cars, and in general providing transportation that is more than "getting there." Your discussions of the travel environment have hopefully kept a few lugubrious eyes from closing on these issues (insignificant as they may seem in the context of general malaise).

I would like to see Amtrak experiment with a "train team" approach emphasizing performance incentives and participation of team members in setting budget priorities and other "management" decisions.

Rod Merrick
Portland, Oregon

Members working for CN, and a parliamentary friend who dined with Frank Roberts yesterday (Mar 15) inform us that effective Jun 1 VIA Rail Canada will raise rail fares Canada-wide to CN White Fare plus 10 per cent. This is about 7 per cent below CP fare levels, which are considered "unmarketable" within Canada, and 3 per cent below Blue Fare levels, CN's highest, which for a number of years have been designed to keep peak time passenger loads down to a reasonable level, e.g., Friday and Sunday evenings. We are predicting substantial drops in loadings on CN trains: e.g., Ottawa-Montreal where a 3-car train would be mostly full, at present, during the week a one-car RDC will suffice in future; or a 5-car Friday evening train will reduce to 3 cars perhaps. This is in line with VIA's aim to get train lengths down and to recover more from the passengers ("user pay" or "high-grading").

The present clientele of CN, a widely diverse mix of people from all classes (and more women than men), will partly desert the railway, going over to auto, bus, or not traveling at all. This will work selective hardships on the (rail) consumer, and will discourage (1) family visiting, and (2) travel within Canada, necessary to help our balance of payments deficit.

(Under these circumstances, I for one, will not hesitate to advise consumers to try to do their traveling before June 1, and after that date to compare prices and if VIA appears too costly, to consider alternative carriers, e.g., Amtrak, Grey Coach, Charterways, etc.)

We are considering what action to take, and will announce our decision within a month or five weeks at most.

Harry W. Gow, President
Transport 2000
Ottawa, Ontario, Canada

Mr. Mason's defense of railway work rules (2nd Jan RTN) ignores the fact that the 100-mile work day, which results in up to 16 hours a day for him, would make for a considerably shorter day for someone working a faster route (2 hours on a Metroliner, perhaps?). That leaves the railroad the choice of paying large sums in overtime (if that's allowed) to have crews go beyond 100 miles, or of employing more people, with resulting increase in the fixed costs of pensions, taxes, medical insurance and other fringe benefits for each additional employee. That means the faster the trains run, the higher the labor costs rise, which means less money available to maintain the road so the trains can be run faster. I may be missing some vital point, but it seems pretty clear to me that if anyone wants to keep working on the railroad, the rules of the game had better change.

Samuel B. Schwartz
Maynard, Massachusetts

ON THE COVER

Art and labor on the Santa Fe: (top) This little train is constructed of scrap and driftwood and sits on Santa Fe property in Emeryville, California, near the San Francisco-Oakland Bay Bridge plaza, on tidal mudflats. (bottom) Passenger's view of cleanup and repair after the Mar 6 Santa Fe freight wreck that took two lives, just west of Cajon Pass summit on the SOUTHWEST LIMITED route in Southern California (see last issue, p. 18). Pete Bretz took this photo from the Pacific Railroad Society's excursion train, the BARSTOW LIMITED, on Mar 12. Top photo by Message Media.

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PUBLIC STRONGLY SUPPORTS RAIL TRAVEL

A new poll done for Amtrak by Louis Harris and Associates has found stronger public support for rail travel. Releasing the results Mar 14, Amtrak said that the national poll shows that a growing percentage of Americans believe they will be traveling more by train in the future and favor increased federal spending to improve the nation's rail passenger system. Some highlights were:

(1) There's a "clear and decisive" mandate to upgrade rail travel and mass transportation generally and less support than before for highway and airport construction (a similar Harris poll was taken in 1972).

(2) Sixty percent of Americans (up from 54% in 1972) want improvements in the quality and availability of rail travel, and 51% want the federal government to spend more to get it.

(3) Fifty percent say highways are "very important" (down from 63% in 1972), and 35% think more airports are important (down from 42%).

(4) A major reason for these results is the energy crunch: 56% believe there will be a serious energy crisis in a few years (only 36% think not).

Amtrak's performance rating moved up from 40% positive and 42% negative in 1972 to 55% positive and 38% negative this year (the poll was taken by telephone between Feb 11 and 22). In the Northeast Corridor Amtrak's rating is 67% positive to 29% negative. In other Amtrak corridors the positive and negative ratings were as follows: NY-Buffalo 65-28; San Diego-L.A. 64-27; Chicago-Detroit 55-29; Portland-Seattle 42-48 (the only one of these corridors in which frequency has not been increased, Amtrak noted).

What modes of travel do people say they'd choose for trips over 100 miles? The results were auto 56%, airplane 28%, bus 8%, train 6%. In areas where train service is actually available, 9% would choose it. Most Americans (56% to 20%) think train service "is just not what it used to be", tho in corridors where service is more frequent, ratings are much higher, Amtrak said. Most people polled (55%) think rail travel will improve in the next few years, and 51% of those familiar with Amtrak think the corporation has improved the quality of service. About 60% of those familiar with Amtrak cited new equipment, cleaner, more comfortable and faster trains, better schedules and other service improvements as reasons for their support. In a list of 9 proposed transportation improvements, improved intercity rail travel ranked third behind auto safety and better commuter mass transit. New highways, new airports and faster airplanes were at the bottom of the list.

REISTRUP TALKS OF LEAVING

Amtrak President Paul Reistrup hinted strongly that he may be preparing to resign his position. He told a Washington Post reporter this month that "I don't think any person should be in this job for more than five years." Reistrup took over the job of running Amtrak on Mar 1, 1975. Reistrup told Congress the same thing in testimony earlier in the month. He is asking for a salary increase beyond his present $85,000, and it seems at this point unlikely that the Administration would support such a request. The White House reportedly supports a bill by Congressman John J. McFall of Manteca CA that would lower Amtrak salaries and make the corporation another government agency, with no consumer representatives on its Board. The Post said that Congressional and industry sources believe that Reistrup will leave his job in July, and the name of Alan S. Boyd, former DOT Secretary, is being mentioned as a possible successor to Reistrup. Reistrup said he would like to stay on as president at least until the new Amtrak Board is fully constituted and the DOT system plan for Amtrak is completely settled. That would mean about Feb 1979. Reistrup and DOT Secretary Adams met this month on the issue and decided to make no decision on the resignation for the time being.

"LEGAL ACTION" ON NEW WEST COAST TRAIN

Amtrak has informed the Southern Pacific that it "has no alternative but to consider appropriate legal action" in order to make the railroad operate its planned overnight Sacramento-Southern California train. In a Mar 10 telegram to SP's R. M. Jochner, an Amtrak official in Washington responded to a Mar 6 letter from Jochner that apparently indicated SP's continued unwillingness to agree to Amtrak requests to initiate service. The train was to begin operation Apr 30, but that date won't be met, and CalTrans and Amtrak are now shooting for the mid-June summer schedule changeover for the startup of service. Amtrak and the SP have been unable to settle differences over the new train. The exact nature of the differences is not known. The "legal action" mentioned apparently refers to putting the matter before the National Arbitration Panel which settles such differences between Amtrak and member railroads. RTN has learned that a probable name for the new train is EL PACIFICO. The train will be funded by the state of California, which will also pay for electric conversion of sleeping cars to run on the Amfleet train. Reportedly Amtrak has given no assurances that sleepers will be available in time for the startup. The state is asking for an unreserved seat train with preferential fares at locations that are served during the odd hours of the night. The state and Amtrak are negotiating over fares on the route, with the state complaining that Sacramento-San Diego fares are now higher than air fares, since Amtrak makes the fares additive Sacramento-L.A. plus L.A.-San Diego.

"AMTRAK SHOULD CARRY MORE MAIL"

Amtrak should carry more mail to increase its revenues. California Dept. of Transportation Director Adriana Gianturco told a House Transportation and Commerce Subcommittee on Mar 21 that in the mid-1960s passenger trains generated 35% of their revenues from carrying mail and express. The figure now is only 2% on one-train Amtrak routes. Gianturco noted that when the SAN JOAQUIN DAYLIGHT was operated by SP, passengers did not pay full operating costs of the train: "Records of the Calif. Public Utilities Commission show that non-passenger revenues from carriage of mail and express were critical in keeping the system of passenger trains running. 31% of the SAN JOAQUIN DAYLIGHT's revenues used to come from carriage of U.S. mail."

She added: "The need for non-passenger revenues for rail is not out of line with the rest of the transportation industry. With package express, Greyhound would be in the red, and without U.S. mail contracts and air freight shipments, the airlines would be in deep trouble... No other passengers--not bus, and not air, and not even highway users pay full operating costs of their mode of travel."

What has happened to rail mail contracts? "The mail which used to support passenger trains now goes mostly by truck, using about 4 times as much petroleum and taking days longer to get to its destination. Bulk mail and mail traveling less than 500 miles are now truck cargo, but it doesn't have to be that way. It is barely 10 years since a postal official of the Johnson administration, an ex-airline company executive, took the remaining mail off trains and put it on airplanes and trucks. In doing so, he destroyed the economics of dozens of passenger trains, and hastened the need for train subsidies. Now the federal government often pays twice for transportation in the same corridor--once to move the mail and once to move the train."

"There are a number of daily trains the federal government pays a great deal for. The FRA has ignored them in their zero-based route study, even tho they run thousands of daily train-miles, cost millions of dollars annually, and don't have a single revenue passenger riding them... They seem to be something of a sacred cow because the U.S. Postal Service pays for them, not Amtrak. If these same cars of mail were put onto Amtrak trains (they would have) a much better chance of covering...costs."

RAIL CANADA

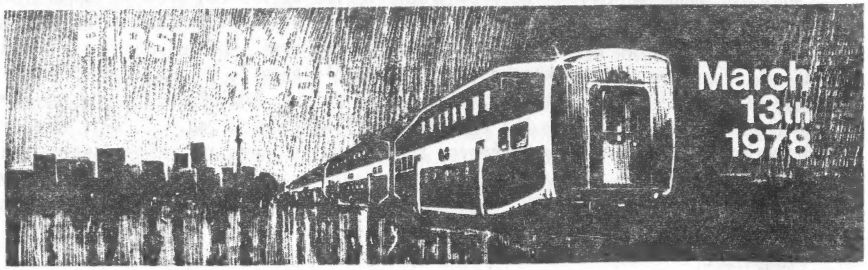
VIA RAIL CANADA is taking over official responsibility for Canada's passenger trains Apr 1. There probably won't be much visible change at first. The real changes start Jun 1 with revised transcontinental service (see1st Dec 1977 RTN for schedules). At the end of March the situation in most Canadian locations was very similar to the early days of Amtrak in the U.S. CP agents have no timetables available for VIA's future transcontinentals, and no fares. Those who call to make reservations are being told to call back later. The major difference, notes one observer, is that the trains are still running on time.

A LATE PRE-VIA consist of CN's SUPER CONTINENTAL, train 1, leaving Edmonton on time on Mar 20: engines 6508 (A), 6614 (B), 6502 (A); baggage 9620, coaches 5582 & 5560, VIA cafe 764, Dayniter coaches 5721 & 5722, dome lounge "Qu'Appelle", VIA diner 1370, sleepers "Restigouche River", "Edenwold", "Elrose", Excelsior" (VIA), & "Intervale" (dorm, VIA).

PROVINCE OF ALBERTA announcedin March that new fiscal year budget will see the end of gasoline and diesel fuel user taxes. Highways will be funded out of other revenues, including petroleum royalties. This will lower the price of gasoline by about 10¢ per Imperial gallon. The legislation proposing this is expected to be passed.

VIA RAIL CANADA is computing its new fares on straight-line bases, having set up a computer program to calculate the "airline" distance between any two points on the Canadian rail system in order to make tariffs fairer.

FIRST PASSENGER TRAIN in the Northwest Territories, apparently, is the INUKSHUK EXPRESS, run for the fifth bi-annual Arctic Winter Games in late March being held in Hay River and Pine Point, south of Yellowknife on the Great Slave Lake. The 3-coach train, donated by CN, makes 3 roundtrips daily between the two cities that are hosting the games. Ridership was reported well above expectations, with at least 7200 people expected to use it by Mar 25, last day of the games.



THE ILLUSTRATION ABOVE is from a first-day souvenir ticket for the inaugural revenue runs of Toronto's GO service bi-level coaches, introduced Mar 13. First train was to leave Oakville at 9:30am, with Minister of Transportation and Communications James Snow aboard.

URBAN-SUBURBAN TRANSIT

THE VALPARAISO LOCALS--by Jack Ferry. Despite a last-minute temporary funding agreement between Conrail and Indiana Public Service Commission officials, the two Chicago-Valparaiso commuter runs remain in doubt. Indiana had withdrawn its offer to subsidize the service thru Mar 31 because of a disputed labor pact that would require IPSC to pay Conrail employees for 5 years beyond job termination. Conrail then threatened to end the trains last Jan 29, but agreed to extend them to Mar 31 when Indiana reaffirmed its subsidy offer, tho refusing to sign the labor contract. Conrail is required to discontinue service on commuter lines that are not subsidized 10% by local or state governments. Even if agreement is not reached between Conrail and IPSC, replacement of the ancient P70 coaches is a problem.

"BLIZZARD OF '78" that struck Eastern Massachusetts' Cape Ann on Feb 6-7 uncovered a mass of timbers near Gloucester's Good Harbor Beach which had been part of a lengthy wood trestle that carried the Gloucester Street Railway's summer-only branch 2½ miles from East Gloucester to Long Beach. (Peter Roehm.)

NEW YORK CITY transit workers were ready to strike as an Apr 1 deadline neared in transit talks involving 33,000 bus and subway workers. Agreement was believed near as we go to press.

BRITISH COLUMBIA BUS drivers returned to work Mar 20 after a 6-day strike.

BOSTON'S TRANSIT SYSTEM has been awarded an $11.3 million grant by UMTA for improvements on the MBTA's Green and Red lines.

THE LOS ANGELES transit system has been awarded $4.45 million by UMTA to buy 20 double-deck buses for use on long distance commuter and express routes, including the El Monte Busway. Each bus seats 84 passengers.

STATE OF CALIFORNIA is approaching SP with a plan to demonstrate new Budd RDC cars on its San Francisco rail commute line. The state may also appeal to the Public Utilities Commission to run a rail commuter service L.A.-Santa Barbara.

AVAILABLE APRIL 10:

An important document on the effort to preserve and expand passenger train service in Canada's Atlantic Provinces. Contains valuable information, including complete summary of public hearings on Eastern Canadian trains. Size 8 1/2x6 1/2, approx. 44 pages. Order now--quantities will be limited.

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OF PRESIDENTS AND TUNNELS

The late President Lyndon Johnson was known for a famous statement about "the light at the end of the tunnel", concerning the outcome of the Vietnam war that was his political undoing. And now the public who expected President Carter to support rail travel and mass transit learns that Carter has a thing about tunnels, and dislikes mass transportation (see RTN, 2nd Dec 1977). So we find that his administration, despite DOT Secretary Adams's wish to push rail transportation, is adamant in cutting the Amtrak budget and trying to get the corporation more directly under its control and out of the hands of the people, and in going slow in funding transit systems that our cities badly need.

A frustrated public looks on in disbelief as 10,000 more automobiles are added to our streets and highways daily and gasoline consumption continues at record highs, even as we lose credibility and respect among world leaders because of our astounding inability to control and reduce our $45-billion yearly oil imports, the biggest item we import from abroad. The dollar teeters in the world marketplace while European leaders try to tell us that if we could even cut our oil imports a little they could have more confidence in the value of our currency.

The public sees these strange imbalances quite clearly. The recent Harris poll (see p. 4) shows that a strong majority of Americans want more and better rail transportation and foresee a coming energy crunch in which they may have to suffer for the lack of federal foresight now.

Our democracy is always in the making, and is yet imperfect. The federal government is responding where the pressure is applied. It responds not enough to the will of the people, and too much to the vested interests that have money on their side, but not people and not foresight and rationality. Consequently, there is a federal bias against trains, and in favor of the wealthy and powerful automobile and oil interests. These interests want to keep automobile usage as high as possible until the very last drop of petroleum is consumed, and then switch to alcohol as a fuel. They care not how the environment is expected to support 10,000 more cars a day, and whether urban dwellers are driven crazy from the noise and the fumes and the stress of more and more auto and truck traffic.

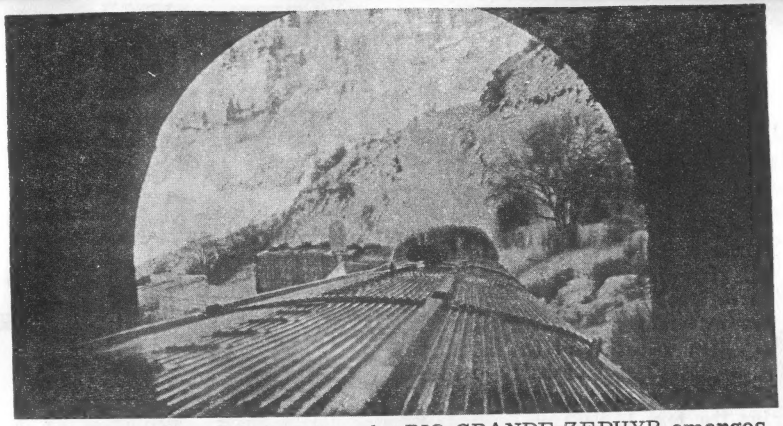
The irony of the situation is mind-boggling. The federal government is out of tune with the wishes of the people. While they plead for more and better rail travel, the government is determined to give just the opposite--it cuts back on Amtrak funds, refuses to build transit systems where the automobile industry destroyed them deliberately 25 years ago, and completely negates its own talk of saving energy and improving the environment.

Our only hope seems to lie with Congress, where wiser and more courageous heads may overrule the administration's follies.

THE CURRENT SITUATION AT AMTRAK

Amtrak has confirmed that Paul Reistrup will definitely resign as President of Amtrak next July 1 (altho he might stay on a little longer to help his successor get established).

Mr. Reistrup has been a talented and dynamic force in promoting Amtrak's interests, and we are sorry to see him go. Our concern turns now to whomever will succeed him. A number of names will be mentioned before the final choice is made, but we must comment on the names that are rumored to be under consideration now. Mr. Alan S. Boyd, who was the first Secretary of Transportation, and formerly with the Illinois Cent-



The pleasant side of winter: the RIO GRANDE ZEPHYR emerges from a tunnel in snow-covered Utah mountains. RTN photo.

ral, is the Carter administration's choice to replace Reistrup. Another name being mentioned is that of John Reed, Board Chairman of the Santa Fe Railway. If the choice is between these two, we strongly urge that John Reed be the one. The Carter administration hopes that if Boyd is selected, it will mean a greater voice for the White House in Amtrak affairs--something the White House has been striving for ever since the creation of Amtrak. Amtrak has existed so far only under anti-Amtrak administrations, and it is fortunate indeed that Congress has come repeatedly to the aid of the rail passenger during that time. It would be a vast mistake to put Amtrak under exclusive White House control--the same mistake being made in Canada, where the Ministry of Transportation controls the important moves that VIA Rail Canada makes.

Washington observers say that the House bill by John McFall to make Amtrak a government agency under White House control and remove most of its Board members, stands little chance of passing. The primary bills being considered now are a House bill by Harley Staggers and a bill by Senator Long which are nearly identical, and would give Amtrak $550 million in the next fiscal year, plus $200 million for equipment. They would retain the present Board structure.

The biggest threat facing American rail travel is the continuing and relentless effort by the enemies of the rails to destroy our nationwide system by breaking it up into a series of disconnected "corridors" in a few selected places. The real reason for this is not the alleged profitability of corridors versus long distance runs, which is always given as the reason--in actuality one is not economically much different from the other. The real reason is the insistence by many railroads that their tracks be free from passenger trains. This is true primarily of railroads in the West, where distances are long, and "freeing up" the tracks would therefore mean cutting out long distance trains. This false argument about corridors versus long distance was seen most recently in a Business Week editorial (Mar 20) which went one step further and said that if Congress insists upon nationwide service, Amtrak should be reconstituted as a government-owned agency. (This is in essence the McFall bill mentioned above.) The purpose of this move is clear: it would give the railroads more control over the operation of the Amtrak system and the people less say.

These two moves--to "nationalize" Amtrak and to reduce it to corridor operation--must be resisted. We believe that Congress will make the right decision as rail supporters make known the facts and their needs.

"THE E&N MUST NOT BE HALTED"

by Angus M. M. Dundee

"DEATH KNELL FOR DAYLINER" screamed the black headline atop page one of the Victoria Daily Colonist on Saturday, Dec 17, 1977. Sub-heads, as newsmen call them, were equally grim: They included "Ottawa Buys Jan. 31 Farewell Ticket", "Islanders Blast CPR", "Bawlf Vows Action". They indicated another massive legal battle coming on the Esquimalt & Nanaimo Railway.

The Colonist's front page on Dec 17 seemed to have little room for other news, as the continuing 10-year battle by Canadian Pacific to end its one-car RDC-unit service on Vancouver Island is still a major issue. CP has been trying since 1968 to end the "Dayliner" runs on the 150-mile route between Victoria and Courtenay. Besides the customary citizen opposition, the dayliner service on the island run invokes still unresolved Canadian constitutional issues.

Entering the fray is British Columbia Premier Bill Bennett, who is showing an increasing interest in transportation issues and more leadership in the area than his opponents thought possible. At the first announcement, a spokesman for the premier said: "We have won the battle to have the line restored between Parksville and Courtenay, and I do not think we are going to give up now." The premier's reference, of course, was to CP's unilateral suspension of all service, both passenger and freight, on the line north of Parksville in 1975 due to allegedly unsafe trestles. That case went to the top of the Canadian court system, and CP lost each round. Opponents said CP was making the E&N a test case--that if CP could succeed in letting structures deteriorate and then use unsafe conditions as a pretext to suspend operations, a precedent would be set for unregulated abandonment of any trackage in Canada.

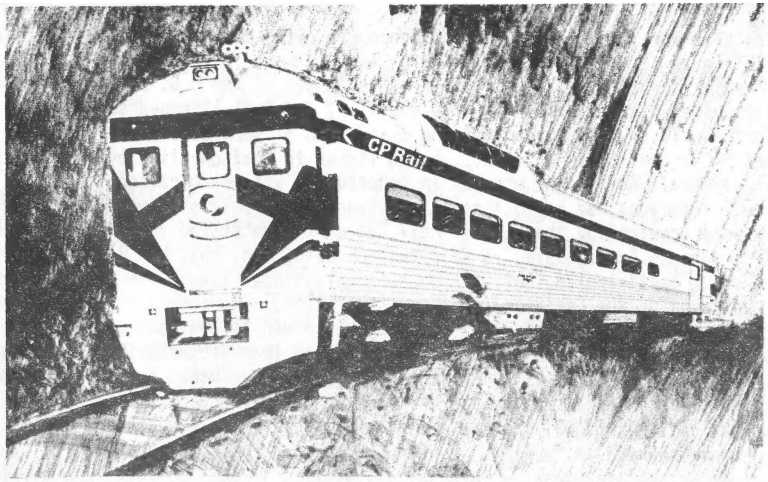
The little railway line was first opened to traffic in 1888, having been constructed by a syndicate headed by Robert Dunsmuir, a notable early B.C. "capitalist". Dunsmuir was aided by enormous land grants on Vancouver Island, much of which land was then inaccessible wilderness. CP inherited many of those grants in 1905 when it took over the Esquimalt & Nanaimo Railway.

Because British Columbia had elected to give up its "Crown Colony" status and join the Confederation of other Canadian provinces only when promised by Ottawa a transcontinental railway, the railway issues often become quite intense in B.C. Adding to the fires are the original broken promises to terminate the Canadian Pacific at Victoria. Had this been accomplished, CP's main line would not have been built down the Fraser River Canyon. Rather, the line would have been located along the Homathko River in Central West B.C., and would have been routed to Vancouver Island along the north shore of Bute Inlet, crossing the salt-water tide races at the north end of the Gulf of Georgia via four massive bridges to Campbell River. One of the bridges would have been 1800 feet long at its central span. One would have been at Ripple Rock, removed in 1958 as a menace to shipping. From Campbell River, the line would have extended south to Courtenay, and thence via the present E&N routing to downtown Victoria.

When reminded of this, Island residents seem to become even more inflamed than they would were the case a normal CPR-vs.-Public issue.

Saw Bawlf, former Victoria alderman and now a cabinet minister in the provincial government, said of the Transport Commission vote to allow suspension of service: "This is just one more erosion of service on the island by CPR." The Mayor of Oak Bay, a Victoria suburb, told the press: "You must be kidding. I'm absolutely shocked... I understood that the Commission had instructed CP to upgrade and continue the run... It's another case of the Ottawa bureaucracy overruling the views of the people..."

Victorian Michael Young hit strongly at the land grants and the attached provisions that CP provide service perpetually: "I think there should at least be



negotiations with the communities considering that the CPR is discontinuing a service which it promised to give in return for substantial land grants."

Esquimalt Mayor Art Young said he hoped that the E&N right-of-way would return to the provincial government if dayliner service was discontinued.

Mayor William Moncrief of Cumberland, adjacent to Courtenay, issued harsh statements and concluded by saying "It's about time the federal government took a long look at the Transport Commission."

Many other political figures added fuel to the blaze; and suggested incredibly bad timing in Ottawa by making the discontinuance announcement within days prior to resumption of full service over the rebuilt trestles between Parksville and Courtenay. The announcement perhaps was also a surprise to CP, which had announced reduced roundtrip fares on the service coincident with resumption of the run to Courtenay on Dec 19.

As press and political figures continued to thrash the issue, the little dayliner car itself suddenly began operating with capacity loads. The RDC-s's baggage compartment often saw standing passengers as trainmen tried in vain to find seats for all comers. Television cameramen appeared at stations along the island run, and newsmen rode the car regularly to obtain comments from the public.

Crewmen who kept passenger comments in a logbook for many months showed their collection of statements with pride. Signatures were collected from riders from many parts of the U.S. and Canada. Comments included suggestions for a day-run to Victoria in the morning from Courtenay; a Royal Hudson-type steam excursion train over the Malahat grade west of Victoria for tourists; better station facilities in Victoria; coordination with intercity buses; extension of the line to Campbell River (a project partially graded when halted by the outbreak of World War I); a second RDC car to branch off at Parksville to resume passenger service to Port Alberni; and many others. One writer recalled the highway bus crash of Labour Day, 1977, which killed 10 persons, and concluded: "The E&N must not be halted".

Many hundreds of young persons made "last" trips over the line and often were allowed a few minutes of "cab" riding in the RDC. Crewmen said they had won a significant victory obtaining the support of Premier Bennett and his powerful Social Credit party cabinet ministers, but that much work remained. Suggestions were made that letters be written to political figures, including Prime Minister Pierre Trudeau, asking for aid to keep the dayliner in operation.

Some sources said that the provincially-owned Vancouver Island coach lines highway bus system was making plans to discontinue bus runs which paralleled the dayliner, and use the bus instead to start a Courtenay-Campbell River shuttle connection in an effort to increase dayliner patronage. Joint bus-dayliner tick-

eting also was said to be a part of proposals being reviewed by high Victoria officials.

Premier Bennett told the press that the forces of the B.C. attorney general's office were going to be thrown into the fray, and that it appeared certain some efforts would be made to contest the suspension of service on both the land-grant issue and the issue of B.C. being linked to confederation by the promise of rail service. Again, the phrase "in perpetuity" was being raised.

Many observers had hoped that the dayliner runs would survive at least until they were acquired by the new VIA Rail Canada system slated to take over CP Rail and CN runs on Apr 1, 1978. A CP spokesman said, tho, that VIA Rail Canada will not have a "set" system, but will operate only those passenger routes required to be continued by the Canadian Transport Commission.

However, legal scholars point out that Vancouver Island was so miffed at the thought of having the CP end in Vancouver rather than Victoria that the island's residents threatened to withdraw from Canada, much as Quebec threatens at the present time. To calm the frayed nerves, the federal government specifically promised construction of the E&N route. The transfer of land to the federal government to be held in trust for eventual deeding to the railway builders was enormous by any standards: a total of 4.7 million acres. Of this, 2.5 million acres were in the Peace River district and some 2 million acres along the east shore of Vancouver Island between Victoria and Seymour Narrows, near the present site of Campbell River.

CP has said that since it began control in 1905 it has "discharged all its legal and moral obligations to the island." That assertion, of course, will be central in upcoming legal battles.

CP has tried to facilitate the move by forming separate companies for various purposes, and has shifted land ownership from the railway to other CP subsidiaries. This means the small loss of the dayliner (about $231,000 per year in 1974) cannot be applied to the large profits which continue to be posted by the CP land subsidiaries.

At present, the dayliner runs have been ordered continued thru Jun 30, 1978. It can be expected that patronage will increase in that time, with both tourists and island residents drawn by the lower roundtrip fares. Bad weather would increase patronage even more. The dayliner bucked large snowdrifts in storms early this year. One trip was made with a snowplow running interference for the car; and on other days of heavy snow the car was pulled by a diesel engine--a good performance while other forms of transportation were in shambles.

Islanders can look forward also to miles of print on the issue. Examples are Colonist editorials entitled: "Riding the Rails with Pauline", and stinging attacks on CP as "the villain".

There seems every possibility that issues of this nature are destined to become as firmly embedded in Dominion politics as those on the monarchy, Quebec separatism and choice of a national flag.

MOFFAT TUNNEL 50th ANNIVERSARY CELEBRATED

The 50th anniversary of the dedication of the Moffat Tunnel used by the Rio Grande was celebrated under cloudy skies on Feb 25. An 11-car RIO GRANDE ZEPHYR, hauled by 3 freight engines, carried 300 people to a 20-minute ceremony at the tunnel's east portal. About 300 more people were waiting at the scene. Ceremonies included opening of a time-capsule placed in the tunnel at its dedication on Feb 26, 1928. The contents of the time capsule--newspaper stories and other artifacts of the tunnel construction--were placed in the baggage car of the anniversary ZEPHYR, to be taken to the Colorado Railroad Museum in Golden for permanent display.

The 6.2-mile tunnel, 50 miles west of Denver at an altitude of 9,239 feet, with 4,021 feet of Continental Divide rocks and soil piled above it, is administered by a state commission and leased exclusively to the Denver and Rio Grande Western Railroad. It is named after railroad builder Donald Moffat.

Mixed Train of Thoughts

THE SOUTHERN RAILWAY was ordered Mar 27 to keep the SOUTHERN CRESCENT running for four months after the proposed Apr 6 discontinuance date (until Aug 6), by the Interstate Commerce Commission, while hearings on the discontinuance proposal are held. The ICC has the power to order continuance for another year beyond Aug 6, depending upon the outcome of the hearings. Amtrak's Board at its Mar 29 monthly meeting agreed to defer the question of the SR's joining Amtrak until after the DOT's preliminary zero-base report appears, which is due May 1. A reporter who spoke with SR officials after that meeting was told that the railroad is still willing to negotiate with Amtrak, but under no circumstances will it accept Amtrak's use of any SR routes other than that of the CRESCENT.....

* * *

THE BUDD COMPANY'S new SPV2000 rail diesel car will have a run on the rear of Amtrak train 168, the BENJAMIN FRANKLIN, to New Haven on Apr 4, and then will operate alone as train 404 New Haven-Springfield, where it will be on display. On the 5th the car will deadhead to Boston, presumably for further display. Amtrak officials will be along on the move..... NEW OPERATING AGREEMENT between Amtrak and the MoPac was announced Mar 27. It provides for faster running times for the INTER-AMERICAN and NATIONAL LIMITED, and the new schedules will be phased in beginning Apr 30. The INTER-AMERICAN will run 1hr 50min faster from St. Louis to Laredo and 2hr 10min faster Laredo to St. Louis. The NATIONAL will have 15 mins cut from its time between Kansas City and St. Louis. Amtrak said that as soon as "operationally possible after Apr 30, the INTER-AMERICAN will begin running at 75 mph between Poplar Bluff MO and Fort Worth TX, and 70mph from Taylor TX to San Antonio. Between San Antonio and Laredo, speeds will vary from 40 to 59mph until new rail is installed, at which time speeds will be increased to 59. On the NATIONAL, speeds will increase from 60 to 75mph between St. Louis and Jefferson City and to 70mph from Jefferson City to Kansas City. MoPac will earn incentive payments whenever individual trains attain a better than 80% on-time performance record during any month and penalties will be assessed against incentives earned by a particular train if performance falls below the 70% mark". Up till now, Amtrak trains have been scheduled for generally 60mph operation over the MoPac.....

* * *

CHICAGO-SEATTLE TRAINS will have major schedule changes Apr 30. Daily service will continue, with 4 trains each way per week via the ex-GN line and 3 per week via the ex-NP line in Montana. EMPIRE BUILDER train 8 will lv Seattle 7:15pm and ar Chicago 9:45pm; lv Chicago 11:30am and ar Seattle 8:25am. NORTH COAST HIAWATHA train 18 will lv Seattle 8:05pm and ar Chicago 9:45pm; #17 will lv Chicago 11:30am and ar Seattle 8:25am. This is a schedule flip-flop, with end-point morning departures changed to evening and vice-versa. This will give connections with the COAST STARLIGHT both ways at Seattle, but eastbound Chicago connections except with the FLORIDIAN will all be lost. The TWIN CITIES HIAWATHA, trains 9&10, will run overnight between Chicago and the Twin Cities, and their route will be extended to Duluth. (The ARROWHEAD's numbers, 760 & 761, will be shown in operating timetables only, the numbers changed to 9 & 10 respectively in public tts.) The PACIFIC INTERNATIONAL will reach Vancouver at 11:59pm instead of 12:15am, as it will run into the station without being turned first. Southbound, the train will lv Vancouver at 6:05am, 10mins earlier, and be turned as it leaves town. The SUNSET LIMITED will be speeded up 15mins each way, leaving L.A. at 10:30pm and arriving L.A. at 7:40am. The SAN DIEGANS will have minor schedule changes...

THE INTER-AMERICAN will resume daily operation May 24-Sep 6, Amtrak said. Sleeping cars will operate on it Chicago-Ft. Worth 3 times per week starting Jun 25--Sun, Wed & Fri southbound, and Tue, Fri, & Sun northbound.....

THE LONE STAR is rumored to be changing (presumably Apr 30) to an early morning Chicago departure and a late afternoon Chicago arrival, with daylight operation thru Kansas City..... SLEEPING CAR SERVICE will be added to the Seattle-Salt Lake City PIONEER on Apr 30, Amtrak announced Mar 24. First runs will be Apr 30 from Seattle and May 1 from Salt Lake. It is believed that four converted cars, nos. 2985, 2986, 2992, and 2993, will be used..... AMTRAK WILL TEST soon the use of an E unit as a fuel car. Federal regulations are restricting ease of fueling long-distance trains en route and raising costs. If tests are successful in the Florida area, Amtrak long-distance trains could travel an entire route without need for refueling..... SAN FRANCISCO ZEPHYR on Apr 30 will add two stops in California: Davis and Suisun-Fairfield. There will be minor schedule changes between Oakland and Sacramento as a result. Oakland departure will be 1:15pm, with Sacramento arrival at 3:07; Sacramento departure 1:30, Oakland arrival 4:05pm. There will be no agent at Suisun-Fairfield during the experimental period for that new stop. Amtrak plans to add a ticket agent at the Richmond CA station soon after May 1. (Pocatello ID, on the PIONEER route, will also get a ticket agent soon after Apr 30.)..... WINTER ISN'T OVER yet in the Midwest: a severe ice storm, with snow, rain and wind, hit Illinois, Missouri, Michigan, Indiana and Ohio on Mar 25. Amtrak said that two Chicago-St. Louis trains were cancelled by weather conditions, and one Chicago-Carbondale run. O'Hare International Airport at Chicago was closed for the second time this year, and the fourth time in its history. Driving and walking was extremely hazardous in the ice storms.....

* * *

AMTRAK HAS NAMED Emporia, Kansas, as Station of the Year, according to a Mar 27 announcement. Runners-up in the annual station improvement award program are Winter Park FL, Philadelphia 30th Street, and Sacramento CA. Last year's winner was Milwaukee WI..... PULLMAN-STANDARD STRIKE continues, but a gleam of hope was noted when negotiations got underway again, with differences reportedly narrowing. Negotiators were meeting Mar 29 in Pittsburgh. Amtrak people are worrying about a bad summer coming up without the bi-level cars that should have been in service by now. The strike has been a disaster for Amtrak, to add to the disasters to which it seems prone, and some rail followers have rumored that Amtrak has been considering switching its contract to the Budd Company..... THE COAST STARLIGHT had its service annulled on the leg between Oakland and Los Angeles for a total of 13 days due to rain damage. A bridge near Moorpark CA was out, and there were mud slides between Concepcion and Gaviota CA, along the ocean beach. These knocked out service Feb 14 thru 17, and it was also out Mar 4 thru Mar 12 because of damage in 10 places (including those above) and at the Ventura River Bridge. During that time, Amtrak bused passengers. The STARLIGHT had a minor derailment northbound at Coyote CA, south of San Jose, Mar 23. The lead truck of the lead engine left the track, and a delay of about 3 hours was expected.....

* * *

SAN FRANCISCO ZEPHYR eastbound derailed at a slow speed in Council Bluffs IA at 5:20am Mar 15. Both engines and 6 cars left the tracks while the train was switching from UP to BN tracks in the UP yards. Passengers were bused on.....

NATIONAL RAIL PASSENGER WEEK, Apr 17-23, being arranged by NARP, will include distribution of a flyer that urges supporters to lobby for better rail passenger and rail commuter service: "During May, June, and July of this year, nationwide public hearings will be held to get the public's views on a proposal from the Carter administration that may call for drastic reductions in the level of Amtrak service now being provided. The Congress wants to hear what the public has to say before deciding whether or not to accept the Carter administration proposal. The administration plan is due to be released on May 1... We hope that you will make your views known." NARP's address is 417 New Jersey Ave. SE, Washington DC 20003. (See RTN, 1st Dec 1977 & 2nd Dec 1977 for lists of regional rail passenger associations to join).....

DEPT. OF CORRECTIONS: a name of one recently-approved Amtrak Board member became garbled on p. 18 of last issue: Harry T. Edwards, University of Michigan Law professor. Charles Luna, former UTU president, has also been okayed.....

MOST-COMMENTED-UPON item from last issue was the discussion of Florida trains on p. 19. Walter Diem, President of the Florida ARP, write objecting to Robert Clark's negative comment about the proposed re-routing of the CHAMPION to Sarasota: "We wholeheartedly support the Florida DOT's recommendations, which will greatly improve rail passenger service in the Southeast." Mr. Diem mentions the strong growth potential of the Sarasota area and the heavy traffic congestion on U.S. 41. He says the supposedly excellent bus connections by Trailways and Greyhound to Sarasota and beyond from Tampa are not excellent. Other readers took exception to the opinion by Mr. Clark that the SCL may have insisted on the CHAMPION's switch to the SAL line..... "TOP TEN TRAINS" in North America, according to a Ron Butler article in Travel/Holiday magazine (Feb) are: SOUTHWEST LIMITED, BROADWAY LIMITED, SAN FRANCISCO ZEPHYR, MONTREALER, SILVER METEOR, COAST STARLIGHT, SOUTHERN CRESCENT, CANADIAN, SUPER CONTINENTAL, and AZTEC EAGLE..... STATE OF CALIFORNIA, after completing an exhaustive study, has formally requested Amtrak to extend the route of the SAN JOAQUIN from Bakersfield to Los Angeles.....

Get Them to Take Amtrak Lying Down...

THE ADJOINING SLOGAN appears on new Amtrak stationery given to station employees and others taking reservations. It urges employees to "Sell Them Sleepers!".....

AUTO-TRAIN CORPORATION'S joint operation with Mexican supporters, on the Nuevo Laredo-Queretaro route, is expected to start up in Jan 1979, according to a report in Travelage West. Daily roundtrips are planned.....

BN HAS APPLIED for a demolition permit to remove its Hennepin Avenue passenger station in Minneapolis, vacated in early March by Amtrak..... DOT PLANNERS WORKING on the zero-base Amtrak route plan have been saying privately that altho they would like to cut the Seattle-Chicago service to one route only, there is almost no chance that Congress would allow it. The recent succession of Washington State Senator Warren G. Magnuson to chairmanship of the Senate Appropriations Committee further cuts the chance for success of any move to drop the ex-GN route thru Montana and Washington State, observers say..... AMTRAK'S NEW OPERATING VP Marty Garelick, was reported aboard the southbound COAST STARLIGHT along with Western region VP Neal Owen Mar 16 when their train was blocked by a freight derailment on the grade east of Eugene OR. The train was stopped at Eugene and returned to Portland, then detoured over the BN via Bend OR and rejoined the SP at Chemult OR. The train arrived Oakland about 17 hours late and ran overnight to Los Angeles. Garelick was reportedly upset about inoperative air conditioning in 4 of the 5 coaches. An SP spokesman said later that if the train had waited at Eugene instead of detouring it would have lost only about 7 hours..... A MASSACHUSETTS READER was in the Albany-Rensselaer NY area in late March and found evidence that the 16-mile single track section south of Rensselaer is being double-tracked. Ties with tie plates pre-spiked are laid out, and in Castleton-on-Hudson (9 miles south of Rensselaer) 132-lb ribbon rail was laid on the ties, but not yet spiked in. The ties extended to milepost 140, 2 miles south of Rensselaer. Can anyone verify whether this is double-tracking, or a massive repair of the single track?

WELL-PLACED SOURCES claim that Prof. George Hilton of UCLA, the nation's leading anti-passenger train economist, will soon issue a report which will conclude that the American public does not want passenger train service--a rebuttal to the Lou Harris survey (reported on p. 4). The sources believe the professor is being funded by railroad money..... RANDOLPH, VERMONT TOWN meeting Mar 7 adopted without dissent a resolution by RTN reader John Sayward that no rail route in the U.S. be curtailed, due to the energy problem, and that New England service be improved and the MONTREALER retained.....

THE MOST-PUBLISHED railroad photo in recent weeks may have been the dramatic scene of the damaged trestle over an ocean inlet on the SAN DIEGAN line 3 miles north of Oceanside CA. A heavy Pacific storm washed out the underpinnings early on Mar 1, leaving 50 feet of railroad track intact but with no support below. Amtrak passengers were bused around the spot. The SAN DIEGAN schedules were disrupted for several weeks because of soggy ground conditions and slow orders.....

SECRETARY OF TRANSPORTATION Brock Adams told the National Newspaper Association on Mar 10 of "renewed efforts to reach President Carter's goal of reducing gasoline consumption by 12 billion gallons by 1985." He said his department is trying to "Give more and more Americans alternatives to the automobile." How he's doing this remains unclear, and seems quite ineffective, since auto and gasoline usage just keep climbing. Gasoline here in Berkeley now costs as little as 54.9¢ per gallon--essentially no change in a year or two. What other product fails to increase in price in these inflationary times? And administration officials were "stunned" at the news released Mar 31 that February had the highest U.S. trade deficit in history--$4.5 billion. This news caused the dollar to lose more of its value in international trading. Petroleum imports are the single largest contributor to this deficit, and the automobile is the largest single user of petroleum products.....

* * *

SOME FREE INFORMATION: The Interstate Commerce Commission on Mar 15 released its annual report on Amtrak's performance. Copies are available from: Office of Publications, Room 1333, ICC, 12th St. & Constitution Ave. NW, Washington DC 20423. "Rail Systems Diagram", a 50-page booklet of railroad maps of the 48 contiguous states, is available free from: Secretary, ICC, 12th St. & Constitution Ave. NW, Washington DC 20423..... BROADWAY LIMITED PASSENGERS and crew, over 300, were evacuated from their eastbound train just east of Van Wert OH the evening of Mar 19 following a bomb threat report. No bomb was found..... SOUTH SUBURBAN CHICAGO man, 32-year old George Stanovich, was killed when walking on the ICG tracks one mile west of First Avenue near Maywood the night of Mar 19. The train was apparently a deadheading 3-car BLACK HAWK trainset (#370/371) pulled by an Amtrak engine..... A CALTRANS STUDY has found that a re-establishment of rail passenger service between San Jose and Santa Cruz CA would be feasible..... RAILROAD POSTER EXHIBIT of 12 South Shore & South Bend posters of the 1920s continues thru Apr 15 at the Chicago Historical Society, Clark St. at North Ave; cost $1.....

AMTRAK'S ANNUAL REPORT for 1977 was released Feb 15. The 32-page report is handsomely done, in a more subdued manner than in the past..... AN AMTRAK STUDY of a proposed Chicago-Peoria run has found that 80 passengers per day would be the break-even point. Peoria departure would be 7am with Chicago arrival at 9:33am...

ROCK ISLAND TRAINS were the subject of ICC hearings about possible discontinuance last month. The railroad said it lost $1.7 million on its two trains in the year ended last Nov 30. Many supporters of the trains testified. Railroad crewmen suggested faster running times..... STATE OF CALIFORNIA this month sharply criticicized Amtrak fare increases scheduled for Apr 30 and threatened to withdraw its subsidies if the hikes take effect. Included among them are extra charges added to trains with heavy peak-season demand, such as the COAST STARLIGHT.....

THE EMPIRE BUILDER leaving Seattle Mar 10 was detoured via the Cascade Tunnel line after a freight derailment on track used by Milwaukee Road at Maple Valley....

TRANSIT ENTERPRISES INC. has announced a new railroad express service in conjunction with Amtrak express service and Sierra Pacific Airlines. Address is PO Box 861, Newhall CA 91321..... NEW YORK STATE has proposed rail improvements on its Empire Service route, including a new Buffalo station, a new Niagara Falls station, and $6 million in track improvements between the two cities.....

AN AMTRAK STOP at Newark CA, north of San Jose, might be forthcoming. It would substitute for the proposed station at BART's Coliseum station, which CalTrans found to be an area of too high vandalism, and which SP opposed.....

News in this issue is updated thru March 31 p.m.

THE BLACK HAWK, Amtrak train 371 was delayed 43 minutes at Freeport IL on Mar 19 when the train was searched after report that there was a bomb aboard. None was found..... NBC TV NETWORK will air a 2-hour program "Emergency" Apr 4, filmed aboard Washington State ferry "Klickitat", former SP ferry "Stockton", in Seattle...

A CORRECTION: last issue we said that former Amtrak man Dave Watts is now with the Pacific Fruit Express. That of course should be Fruit Growers Express.....

CARS & CONSISTS

*INTER-AMERICAN, train 21, St. Louis Mar 17: engine 255 (F40PHR); cars 1370, 21815, 20236, 21888, MoPac business car 2 (St. Louis-Little Rock).

*ARROWHEAD, train 760, Duluth Feb 27 (1st Amfleet run): engine 234 (F40PHR, ex-540); cars 20205 Amdinette, 21850, 1244. Train 762, Minneapolis Feb 24: engine 538; cars 1254, dome 9364 "Prairie View", 5690, dome 9471.

*TWIN CITIES HIAWATHA, train 9, Midway Station (St. Paul) Mar 1 (1st train to use new station): engine 232 (F40PHR, ex-544); cars 21236, 20205 Amdinette, 21846, (deadheads for station dedication display:) 20208 Amdinette, 21881; 1251, SP6471.

*EMPIRE BUILDER, train 7, Minneapolis Mar 1 (last train to use GN station; 55 mins late): engines 235 (ex-557), 239 (ex-554) (F40PHRs), steam generator cars 676, 671; cars 1154, 1553, dome 9471, 4546, dome 9467, dome 9363 "Lake View", 8095, 2672 "Silver Hollow", 2660 "Silver Meadow", SP6751 (mail from #9, to Fargo), BN business car "Red River".

*LAKE SHORE LIMITED, train 49, Syracuse Mar 18: engines 410, 408; cars 1530, 2023 "Silver Repose", 2834 "Navajo Valley", 8334, 3344, 5655, 5644, 5659, 5658, 2703 "Sarasota", 1089. Train 48, same: engines 404, 470; cars 1523, 2024 "Loch Sloy", 2832 "Keene Valley", 8339, 3301, 5660, 5649, 5646, 5605, 5607, 2292, 1194.

*CHAMPION, train 85, NY Mar 4: engine 954 (E60); cars 1191 mail, 1525, 2034, 2785, 2794, 3224, 8085, 3409, 4428, 4420, 4449, 4415, 8011, 4442, 4422, 4587, 5654, 4416. (Special party of 200 boarded at Philadelphia.)

*NIAGARA RAINBOW, train 63, Syracuse Mar 18: engines 403, 448; cars 1750, 6425, 8341, 6065, 6439. Train 64, same: engines 432, 434; cars 1601, 6067, 8340, 6012, 6445.

*COAST STARLIGHT, train 11, San Jose Mar 13 (1st train south of Oakland since Mar 3): engines 617, 616; cars 1227, 1419, 4535, 4542, 4534, dome 9352, 8030, 2613 "Pacific Gardens", 2215 "Indian Maid".

*NATIONAL LIMITED, train 31, Kansas City Mar 20: engines 427, 433; cars 1041, 1182, 2151 "Silver Gladiola", 2798 "Toronto Islands", 8300, 5651, 5416, 5441, (deadhead observations:) 3712 "Alexander Hamilton", 3711 "George Washington". (Dome observation 9320 "Silver Terrace" deadheaded on #30 Mar 16 to Beech Grove, & #9251 "Silver Solarium" on Mar 21.)

RAIL FANTRIPS

Jun 24: Boston-Bellows Falls VT, RT. 1st daylite train on B&M CT River line in 12 years. Photo runbys, side trips to Steamtown & White River Jct, extra. $29.95 before 6/1. Mass. Bay RR Enthusiasts, Box 136, Dept N, Ward Hill MA 01830

Apr 1: Strasburg Special, elec. & steam trip, DC-Strasburg PA, RT. $37. Strasburg Special, PO Box 456, Laurel MD 20810. (This info arrived too late.)

Apr 15: SF area to Roaring Camp & Big Trees steam RR, Felton. BART or SP commute train to charter bus to Felton. $21 incl. steak barbecue, admission to Henry Cowell Park. NRHS Central Coast, Box 8407, San Jose CA 95155.

Daily thru Jun 15: Vancouver-Seattle RT tour w. hotel, on PACIFIC INTERNATIONAL, $27 & up. Skyline Travel, 563 Granville, Vancouver B.C. V6C 1X6 Canada.

Jun 17: Edaville RR 9th Annual Rail Fan's Day, off Route 58, South Carver, Mass. Steam trains, flea market, etc. Adult $3. Phone 617-866-4526. Exhibit table $5.

One Fantrips listing is free. Rail Travel News, Box 9007, Berkeley CA 94709.

EXPRESS ADS

RTN READERS: SUPPORT YOUR FRIENDLY ADVERTISERS! Courteous, competent help in securing the best available accommodations on Amtrak, CN, CP, Princess Patricia, etc. Write GREAT WESTERN TOURS, 639 Market St., Suite 900, San Francisco 94105, or call us at (415) 398-2994. Pay by check or credit card--we make it easy!

DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, Pullman, stationery, rules, metal items from 25 railroads. Long stamped envelope for list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. (Will buy large and small railroad collections.)

MEXICO RAILFAN FUN-TRAIN--October 8-21, 1978--"Trip of a Thousand Wonders (4.7% grades)" & Copper Canyon (open gondola). Private cars SOONERLAND & MISTLETOE plus Mexican sleeping cars. Mexico City Metro subway, shops, streetcars and SAHAGUN car factory. Guadalajara subway and shops. Ride on locomotive. Trip starts in Oklahoma (join anywhere). For full details and map, write: Howard Thornton, Midwest Travel Service, 2936R Bella Vista, Midwest City OK 73110

Railroad buttons ideal for blazers, shirts, sweaters, uniforms, etc. Send $1.00 for sample and list. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

With the probability that the route of the Inter-American will be shortened to include only Dallas/Fort Worth to San Antonio, I propose that Amtrak rename No. 21, 22 to THE BLUEBONNET, resurrecting the name of the M-K-T passenger train that ran Kansas City-Houston. Steven Van Dyck, PO Box 17894, Austin TX 78760.

SHARING LIFETIME COLLECTION: Send LSASE to: R.R. LIST, Box 65, Miami FL 33164.

PULLMAN COMPANY Sleeper-lounge buffet service menu reprints available. Only 200 breakfast and 200 luncheon menus printed. Each is numbered. $2 each plus 25¢ postage and handling. SSAE brings list. The Pullman Travel Co., Box 6843, Chicago IL 60680.

TO AMTRAK, DOT, & Haswell: the NORTH COAST HIAWATHA, LAKE SHORE LIMITED, & PIONEER are successful experimental routes. Keep their routes intact & speed 'em up. Connect NCH & LSL at Chicago but run NCH daylite thru WI & MT. Run NCH daily year-round. Thanx. Merlin L. Marlowe, RR4 Box 94, Hutchinson MN 55350.

RAILROADIANA: Send SSAE for Catalogue containing items from over 60 railroads. Timetables public & employee, passenger & freight brochures, employee magazines, maps, manuals, menus, etc. H. Butz, 543 Beverly Rd., Teaneck NJ 07666.

TIMETABLES - Public & Employee New list monthly. SSAE for latest list. Compendium of AMTRAK timetables available--50¢. CARL LOUCKS, 199 Wayland, Hamden CT 06518.

Consider the legalities of the SOUTHERN CRESCENT developments. Have the AMTRAK LAW in front of you. The 1970 RAIL PASSENGER SERVICE ACT, as amended in 1972, 1973, 1974, 1975, last amended in 1976. Looseleaf folder, unofficially compiled by the public transit catalyst. $6.50 mailed first-class by Robert J. Swan, Box 1866, Long Beach CA 90801. 2 for $12. 5 or more @ $5.80.

Goin' catting? Or mousing, why not? OWL east, CAT west. Have a lark!--R.J. Swan.

RIO GRANDE ZEPHYR souvenir badge $1.00, South Shore Line electric interurban emblem badge $1.50. Both--$2.00 postpaid.
Douglas Wornom, 1251 Ashland Ave., River Forest, Ill. 60305.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads $1.25 per square inch. Rail Travel News, Box 9007, Berkeley CA 94709.

Order your RTN First Rail Travel Yearbook now if you have not done so. Book will be off the press soon. $3.50 each postpaid (plus tax in California). Message Media, Box 9007, Berkeley CA 94709.

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BACK ISSUES

NOW AVAILABLE: Complete year volumes of RTN. 1977 (volume 7), 1976 (volume 6), 1975 (volume 5). Each year volume costs just $7, including postage, and tax-free. Many earlier back issues available--write for information.
RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

QUOTES OF THE WEEK***

"The public's mandate to upgrade American passenger railroad service is best exemplified by the fact that an overwhelming majority of Americans, 64%, favor the federal government providing funds to totally upgrade passenger service to improve comfort, speed, frequency and reliability of service."

--From Final Report of the Louis Harris Poll on Inter-City Rail Passenger Travel, March.

SLIP OF THE MONTH CLUB***

"It is a splendid place, Roberto Clemente State Park--if you happen to live there in one of the high-rise apartments. Maybe Sergio lives there, but I doubt it. I suspect Sergio is still somewhere on the other side of the old Penn Central railroad tracks and the full six lanes of the Major Deegan Expressway. Of course, there are buses; occasional buses in this time of constrained municipal services. But if not for Sergio, then surely for most New Yorkers in or out of the Bronx, by bus to Roberto Clemente State Park means also by subway to get to the bus. Viola, a double fare. Two dollars round trip. Take a companion and spend four bucks. Getting there is half the fun. This is access."

--John G. Mitchell in Audubon Magazine, March.

(With a cello you'd pay even more.)

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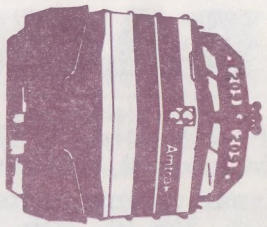

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